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SATURDAY, MARCH 19, 1921.

Diligence increases the fruit of toil. A dilatory man wrestles with losses.—Hesiod.

**Not a Simple Situation.**

ONE thing in the railroad situation is beyond dispute. The roads are in an almost desperate financial condition. Nor is this true of but some of them. It is a fact as to all, or so near all that the few exceptions do not change the sum total. Many that have always ranked highest in earnings and management find their operating charges exceed their receipts.

Their ills are not all in the war wage scales. This is but a factor. Railroad men themselves regard this as but one of several elements entering into their financial near-breakdown. Their troubles range from wage scales and rate scales, through labor union rules to the whole field of transportation. For instance, Mr. Cummins favors, as a measure of relief, their consolidation into a few regional systems, to simplify and reduce the cost of operation.

Another factor is whether or not it is longer possible to develop and properly serve the country's productive energy, while depending almost exclusively upon the railroads for long haul, or cross continental transportation. No other country does this. No other has such distances to seaboard, or burdens its rails with nearly its entire mass of commodity movement.

Whether this is changed or not, the United States, as have all other of its rivals in production and commerce, should move its sources of production nearer to water transportation. This demands a development of its internal waterways into an interlocking inland system, supplementing the improvement of the St. Lawrence River, which would make ocean ports as far West as Duluth and as far South in the heart of the country as Chicago.

Land transportation would be transformed in the way largely to short-haul service, saving enormous losses in waste of equipment, capital investment, empty trains and dislocated service. It would reduce the cost of service for commodities and enable producers to compete more fairly with those of other countries.

Those readjustments are farther in the future and wait on wage and rate readjustments, while the wage issue is involved, also, in organization rules. These are differences to be settled on the basis of the square deal and not by incrimination. And they will be settled in the truly American way.

The Herald has no fear of a railroad strike. Events do not point that way. There is more evidence on both sides of a recognition that common sense is not an exclusive possession, nor human nature a protuberance to be treated with a club. There will be a get-together and an agreement on what is best for all, not leaving the general public out of the equation, nor the interest of those who, under present conditions, are shut out of the markets, in turn shutting the railroads out of hauling to market.

Thrift is the art of caring very little about the opinions of the neighbors.

**Time's Whirl-a-gig.**

The whirl-a-gig of time brings conditions which result in strange contradictions. When the Cummins-Esch railroad act was in the making, the labor organizations strongly opposed and defeated, a provision which sounded like compulsory arbitration of labor disputes.

They were not favorable to any Federal machinery which would hamper their freedom of action in dealing with their employing companies. The result was a rather reluctant consent to the provision for the Railroad Labor Board which carries no authority. It simply provides:

The labor board, in case it has reason to believe that any decision of the labor board or of an adjustment board, is violated by any carrier, or employee, or subordinate official, or organization thereof, may upon its own motion after due notice and hearing to all persons directly interested in such violation, determine whether in its opinion such violation has occurred and make public its decision in such manner as it may determine.

This creates a rather innocuous body that naturally hesitates to take responsibility and is rather alarmed if the cars move swiftly. As is quite natural with Federal agencies, it moves slowly, rather ponderously, when quickness of action is the need. In the recent disputes between labor and the roads, its chief function has been to prevent action.

The wage scales are an inheritance. The organizations, of course, do not want the scale changed. The board, they did not want, becomes their best friend by preventing the roads from taking summary action. They also are inclined to feel that they can get a better deal, a less cut from the board, than the roads are inclined to make.

Hit the board lacks authority. It can investigate, but that is about all. It can form an opinion and finally, perhaps, influence public opinion. If its decisions have been violated, it can determine this as a fact. But it can do nothing else. In the present case it is the railroads that are inclined to ignore its decisions, or disregard its existence. But beyond the lever of public opinion the board is helpless to effect anything.

In this instance, if it had authority, it would seem this might be to the advantage of the employees. Nor does this situation belittle the ultimate effect and power of public opinion which, however, is about the slowest power in its accumulating force. It is of the greatest value where there is

time to wait. It is of the least value in an emergency, if it has to be built up.

Moreover, this board, in the present instance, standing apart from the Interstate Commerce Commission has no authority over rates, railroad operation, or management. The two bodies are in no way interlocked through the question now at issue is interlocked with all factors in railroad operation. It should seem that this board, if it is to continue, should be made an integral part of the commission. It should have the power also to make temporary decisions to be confirmed or reversed on further investigation. It should have such emergency powers, and if its decisions are but permissive, advisory and directed to publicity, it should at least have this right to take quick action in one direction, without waiting for the long process of all related investigations.

When a small boy is asked to approve Chicago's "it's me" and "he don't, he says, 'Sure Pete!'"

**All-American.**

New York's All-American meeting drew a tremendous overflow. With seating for 12,000, there were 80,000 advance applications for admittance. It was an expression of that silent majority who think right and feel right, but are not afflicted with the talking sickness.

It proved that overworking the vocal chords may result in physical collapse, while what really counts, in nations as individuals, is heart action. It is well to show the anti-American agitators that their swollen ego has not infected the great mass, save with disgust, and that their propaganda is ineffective beyond the limited area of their own disloyal groups.

All-American merely means that to be of this country in more than name, one must think first, last and always in terms of America. Citizenship, let alone the mere privilege of residence, is not something to be used for the benefit of some other country at the expense of the United States, no matter how just the cause.

This government is not merely an instrument to be used to profit other people of other lands. It is not to be dragged into the quarrels of all the lands of the blood origin of its people. The United States is a conglomerate of all peoples, and if it was partisan of all old world differences, this would but transfer here all the disputes, bitterness, racial hates and wars of all lands.

If our people of foreign origin must be racial partisans, rather than All-American, the place for them to prove the sincerity of their conviction and the genuineness of their ardor is back in the land from which they came. Let them act as individuals and not attempt to use this government as a cat's paw.

Until they get the other viewpoint, until they think only in terms of America, they are not American at all. They have not even earned the right to the hyphen. They have but transferred their place of residence.

The only country that can afford to be the clearing house of all international agitation and a refuge for the rebellious of all lands is Switzerland. It is so small and of a physical inconsequence, that no effort is made to pull and haul its national favor or action.

It, maybe, can afford to act as a sewer for international political radicalism and as a distributing agent for revolutionists. The United States will submit to neither role and the sooner this is evidenced by an outpouring of All-American sentiment, the better.

**Taking the Wrong Way.**

Kansans, who object to the Nonpartisan League, are trying tar and feathers. There is no doubt of American response to that argument. Minnesota tried something of the sort and failed. The league grows fat on that sort of opposition.

But what won in Minnesota will win in Kansas. This was finding other ways than league socialism to cure the economic ills of which the farmer complained. When finally undertaken, this was not hard to do. It was first necessary to admit that the farmers had just cause of complaint. Really this was the harder part.

Then ways were readily found to accomplish the ends sought through organization and co-operation by the farmers themselves. The only legislation needed was permissive, with State aid in supervision, to assure a square deal.

It is an American characteristic to prefer to do things for yourself, to keep your business in your own hands, not to turn your personal affairs over to politics, and not to have to comply with a lot of rules and orders framed by someone else.

Minnesota found the greatest evil in the existing system of distribution of farm products. If Kansas takes a sober look, it will probably make a like discovery.

**A World Surgeon.**

Food products packed in American warehouses; thousands of freight cars idle; millions of people near starvation in Europe; a famine in Northern China. Somewhere there is a joint that needs readjustment.

Southern California has a surplus of 3,000,000 sacks of last year's rice crop; freight rates are so high the producers cannot reach their Middle West market; the rates were fixed by the government just as were the wage scales of railroad employees; the companies seem to have their properties without the right of controlling their operation. Another joint out of working order somewhere.

The United States has a great food surplus. It is for sale at less than production cost. Europe has an even greater food demand. Great masses of its people are hungry. The food and the hungry can't get together. Another dislocated joint.

Such instances could be multiplied by scores. The demand is for economic and financial surgery. All the world with its joints out of hitch, fighting for food, is looking to the United States for this surgery. All people have their eyes, their hopes and what is left of their faith, fastened on the White House.

How would you like to be President Harding?

You will remember that there was no talk about Ford needing money until he began to run a newspaper.



**Views of Visitors in Washington**

MISSOURI ROAD EXPERT HAS UNIQUE LOAN PLAN.

Conversion of the loans made to the allies of the United States in the recent war to a fund for the construction and upkeep of national highways is urged by George Henry Gough, road expert, of Kansas City, seen at the New Ebbitt.

Interest payments could be turned over to this fund as received. Gough believes, and when the final payments are made the entire sum would provide the means of giving the United States the greatest system of highways in the world.

"We never can spend too much money on our highways," said Mr. Gough. "In time of peace they are the connecting links which provide means of communication and facilities for the transportation of food stuffs. In this respect they are rapidly becoming formidable rivals of the railways of the United States, since the advent of the motor truck as a factor in the moving of food commodities. In time of war they are vital to the rapid movement of troops from one part of the country to another."

SEEN NEED OF YEARLY CARE OF ALL ROADS.

"Large appropriations are necessary every year to combat deterioration because of the destructive traffic of motor vehicles," he continued, "and we need money for experimental purposes to devise new and better methods of highway construction. In my opinion the conversion of the allied loans and interest payments to such a fund would be a great constructive measure and would be the best use to which this money could be put."

It would not only stimulate patriotism on this side of the Atlantic but would have a wholesome effect upon the peoples of Europe, who probably would lose confidence in the good intentions of the United States if this money were put into a huge armament program.

Gough points to the State of Kansas as an example of the need for Federal aid to road building in this country. Last fall an amendment was introduced by majority of 90,000 votes whereby the State was permitted to make itself a party to any program of road building. High hopes for the future of roads in Kansas were held by those progressive spirits who for twenty years had labored toward this end, Gough said.

**GOOD ROADS' FRIENDS NOW ARE DISILLUSIONED.**

The policy of the present legislature has served to disillusion the friends of good roads, however, and Gough says that the intention of the voters of the State is being completely ignored by the body. At first the solons considered legislation which would have meant virtually the extinction of the amendment and now Gough declares that a law has been passed which will retard road building.

"What the legislature has actually done is to pass a road law which provides for State aid in name only," declared Gough. This law provides for an increased license fee on motor vehicles of which 5 per cent will go to the secretary of state's office for miscellaneous road expenses. Forty-five per cent will be devoted to a road dragging fund, while the remaining 50 per cent will be converted to a State aid fund. This in reality will never go to the State, but will be used by the counties to cover one-fourth the cost of the hard surface roads within each county.

The "ignoring" will remain in unit of road building, as it has been in the past, unless the people of the State elect a legislature which will make effective the road amendment already passed. Otherwise Kansas will go on building highways with the same inefficient and extravagant methods as has marked her operations in the past.

Gough says that Maryland has a splendid system of roads, and in that respect compares favorably with the State in the Union. He also was impressed with the paving and general appearance of the streets of the District of Columbia.

**Open Court Letters to The Herald**

Other Folks' Views on Topics of Current Interest

**PATIENT INDIGNANT OVER SUIT OF SURGEON.**

To the Editor, The Washington Herald: Apropos of the sum of \$2,500 assessed against a surgeon for attending to a boy's hurts.

At that rate doctors will stop practicing their profession and let people die at their leisure if they are to be mulcted in such sums for affording relief to the injured.

It is a well-known fact that no surgeon can ever guarantee an operation, as complications are liable to arise at any time to set in.

**AN INGRATUL PATIENT.**

Washington, D. C., March 17, 1921.

REPLIES TO "ONE WHO DESIRES THE TRUTH."

To the Editor, The Washington Herald:



**THE HERALD BOOKSHELF**  
REVIEWS BOOKNOTES

**ZELL, by Henry G. Aikman. Alfred A. Knopf.**

Avery Zell is another of the ordinary human beings who have recently become interesting to American novelists. His story begins at the ponderous age of 9, and carries him carefully but not too painstakingly to the time when his son is aged 9. Zell is a very ordinary person living at first in "the flat above the drugstore" and being forbidden by his mother even to talk with those Gallegher boys on Sun-

**MADAME GILBERT'S CANNIBAL.**  
By Bennett Copplestone. (H. P. Dutton and Company.)

This is another tale of the South Seas based on a highly amusing idea. A younger son of a most noble English family breaks away from his social moorings and becomes a beachcomber on a South Sea isle. In due time he becomes formally married to Hula woman. The half caste son of this marriage becomes the heir apparent to the title of Earl of Topham through the deaths of his cousins. The noble family and their musty old solicitor are frightfully upset at the thought of a Melanesian savage of cannibalistic antecedents sitting in the house of lords and representing the family in the society of the kingdom. In desperation Mrs. Gilbert, who, as a secret agent, has won a reputation as a woman of great resources, is drafted and sent in a beautiful yacht to the South Seas to do whatever appears wise and circumspect. Madame's plans work very well until the combination of her amorous French maid and the machinations of a disreputable lawyer, who has come over from England, bring matters to an exciting climax. The book is a little too long and contains much that is not relevant to the story, but it is written in a lively style.

**WORLD WITHOUT END, by Grant Overton. (Doubleday, Page and Company.)**

It is lucky that Mr. Overton prefaces this tale with a statement that it is all based on fact, and dars his readers to call it incredible, for the instant that he plunges into his mass of coincidence and hidden incidents, the reader naturally exclaims, "Well, really, you know, this is impossible!" But, then, of course, there is always on Mr. Overton's side the adage about fact and fiction. The story is of old Long Island—Long Island before the sun, motor resorts and motor roads and aviation fields were thought of, and there is a great deal about an old Huguenot family intermarrying with English aristocracy, about sea captains, about murders and confessions read along after the disappearance of the guilty parties. Mr. Overton says that his tale is true and that he has made no changes in names and places in order to hide his characters' identity. It may be that he has been unfortunate simply in his choice of names. He is, however, the most credulous fiction-reader will find it hard to swallow the fact that the mother's name was Leda, the swan, that she sailed on her matrimonial ventures upon the ship White Swan, and that her daughter, named deliberately after Helen of Troy, turned out to be so beautiful that the mere sight of her practically hypnotized all beholders. Such coincidences make it seem advisable that Mr. Overton's assurance about the truth of the tale be repeated in italics on every other page.

**THREE LIVE GHOSTS, by Fred-eric S. Isham. (Bobbs-Merrill Company.)**

This novel, from which the successful play of the same name has been taken, concerns the experiences of three warriors, who are officially dead, according to the British war office. They are alive enough to escape from German prison camps and return to England, where their adventures are both numerous and humorous. These very material ghosts—a shell-shocked lord, an American with a past, and a cockney who decides to remain dead in order that his mother may collect his insurance—are led by the author through a series of extraordinary experiences which are in the main amusing. The style, which seems forced, considerably detracts from the interest of the story.

**BOOKNOTES.**

In the thirty-four years he has been writing E. Phillips Oppenheim has had seventy volumes of fiction published. His best seller thus far was his 1920 novel, "The Great Impersonation." His latest is "Jacob's Ladder."

**Radical Italian Leader Stain by Communists**

ROME, March 18.—Umberto Nogli, a well-known leader of the Fascist (extreme Nationalist party), was murdered on the outskirts of Ferrara by Communists who had posed as his friends.

**CHINESE COMMISSION VISITS SCIENTIFIC BUREAUS.**

A section of the Chinese Educational Commission to Europe and America has been visiting various scientific bureaus of Washington, among them the Bureau of Standards. Those in the party were Yuen He Lo, Koa Fung Tsung, P. C. Wu, N. T. Tsang, C. S. Tsang, all connected with educational institutions in China. Herman Chan-an Liu, secretary of the commission, acted as interpreter.



**The Herald Scientific Notes and Comments**

Saturday, March 19, 1921.

Biological Society, Cosmos Club, this evening, 8 o'clock. "Flora of Some Newly Discovered Lake Beds of Southern Colorado," by F. H. Knowlton. "The Brown, Blue and Pearly of the Great Plains Region," by H. C. Oberholser.

George Washington Medical Society, Medical Building, 1325 H street, this evening, 8 o'clock. "Basal Metabolism," by Dr. E. Clarence Rice; "Sensory Aphasia," by Dr. Everett M. Ellison, with discussion by Dr. E. C. Hughes, when Franz; "Atrophy of Lymphatic and Tonsillar Tissue by Radium and X-Ray," by Dr. C. Augustus Simpson; case reports by Dr. Francis R. Hagner.

**TRAIN RAILS ARE TEN PARTS GAS, ONE PART STEEL.**

Rolls over which modern high speed, heavy railroad trains run contain ten times their volume in gas, according to Dr. G. K. Burgess, chief of the metallurgical section of the Bureau of Standards, who spoke to the Washington Chapter of the American Society for Steel Treating at its meeting at the Bureau of Standards last night.

What effect the large volume of this included gas has on the metal is just one of the problems that confront the men who study metals with microscope and testing machine, says Dr. Burgess.

"Full investigation of their gas contents will have far-reaching consequences in our knowledge of the behavior in treatment of steels," he prophesied.

By melting metals and then letting them cool, the metallurgists have found that they can determine from the characteristic cooling curves obtained the proper heat treatment that must be given a metal or alloy to make it suitable for a certain purpose. In these days when new combinations of metals are constantly being made, these metals are being used for airplanes, automobiles, buildings and all sorts of domestic and industrial purposes, the work that the metallurgist is doing is extremely interesting from a practical and economical standpoint, Dr. Burgess believes.

Mechanical properties of some of the newer alloys are being determined in the laboratory of the Bureau of Standards. Other men are working on the thermal electric characteristics and magnetic behavior.

**Now There Are 52 Flowers THAT HAVE BLOOMED IN SPRING**

There are now fifty-two spring flowers that members of the Wild Flower Preservation Society have discovered since the society's first ramblings about Washington. Thirty-three of them were found during the past week and were reported at the recent meeting by P. L. Ricker, secretary. They were listed as follows:

Wild Flowers—Spice bush, dead nettle, corydalis, blue, cinquefoil, yellowroot, ground ivy, grape hyacinth, hellebore, tulip tree, golden saxifrage, redbud, wild ginger, dwarf buttercup, bloodroot, box elder, pepper grass, white hellebore, yellow, harringer of spring.

**INSECT PEST OUTBREAKS REPORTED TO FARMERS.**

To tell the farmers of the country when armies of insects take up their line of march and when hordes of these crop-devasting pests are discovered, the Bureau of Entomology of the Department of Agriculture will shortly inaugurate a crop pest reporting service for the entire country. Co-operating with the State entomological services, which keep a sharp lookout for new outbreaks of old pests and report them to the Bureau, the Bureau will send out warnings of danger to food protection will be sent out each month or often if necessary.

**SURVEY MAP OF KANSAS OIL FIELDS.**

The Geological Survey has just published a map of the oil and gas fields of Kansas. This map, which is on a scale of two miles to the inch, shows not only economic data of special interest to the oil man, but the township net, county boundaries, railroads, drainage lines and principal towns and cities. The oil fields are outlined in green and the gas fields in red, scattered occurrences of oil or of gas that are not of sufficient importance to be classified as fields are plainly indicated, the places where they are shown in a distinctive color. The names of the principal fields are given.

**TWO NEVADA MINING MEN IN CONGRESS.**

The mining engineers now have two friends in Congress, both of them from Nevada. Senator T. L. Clifton, just seated, is one of the prominent gold mining districts, and former governor of his State from 1910 to 1914.

Elected with the pledge to support mining and irrigation for the West, Representative Sam Aronson, Arizona's only member of the Lower House, is a real mining engineer, who not only has studied minerals at the Bureau of Mines experiment stations, but has directed their mining.

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